AMENDMENTS TO THE CLAIMS:

The following listing of claims replaces all prior versions of the claims and all prior listings of the claims in the present application.

1-37. (canceled)

38. (Previously presented) A pair of pneumatic motorcycle tires, comprising:

a front motorcycle tire; and

a rear motorcycle tire;

wherein each motorcycle tire comprises a tread band provided with a plurality of grooves,

wherein the tread band of the front motorcycle tire comprises:

at least one circumferential groove; and

a plurality of transverse grooves;

wherein the at least one circumferential groove extends at an equatorial plane of the front motorcycle tire within a central zone of the tread band of the front motorcycle tire,

wherein the central zone of the tread band of the front motorcycle tire extends astride the equatorial plane of the front motorcycle tire,

wherein the transverse grooves comprise axially inner ends lying within the central zone of the tread band of the front motorcycle tire,

wherein the transverse grooves alternately extend from the central zone of the tread band of the front motorcycle tire toward axially opposite shoulder zones of the tread band of the front motorcycle tire,

wherein the axially opposite shoulder zones of the tread band of the front motorcycle tire are axial external to the central zone of the tread band of the front motorcycle tire,

wherein at least some of the transverse grooves are connected to the at least one circumferential groove,

wherein the tread band of the rear motorcycle tire comprises:

an area defining a substantially null sea/land ratio within a central zone of the tread band of the rear motorcycle tire;

wherein the central zone of the tread band of the rear motorcycle tire extends astride an equatorial plane of the rear motorcycle tire, ~~and~~

wherein the central zone of the tread band of the rear tire has a width greater than or equal to about 5% and less than or equal to about 30% of an axial development of the tread band of the rear motorcycle tire; and

wherein the rear motorcycle tire has a curvature ratio lower than the front motorcycle tire.

39. (Previously presented) The pair of motorcycle tires of claim 38, the central zone of the tread band of the front tire has a width greater than or equal to about 10% and less than or equal to about 35% of an axial development of the tread band of the front motorcycle tire.

40. (Previously presented) The pair of motorcycle tires of claim 38, wherein the central zone of the tread band of the front motorcycle tire has a sea/land ratio greater than or equal to about 15% and less than or equal to about 30%.

41. (Previously presented) The pair of motorcycle tires of claim 38, wherein the tread band of the front motorcycle tire further comprises:

axially opposite intermediate side zones lying between the central zone and the shoulder zones;

wherein each of the intermediate side zones has a width greater than or equal to about 15% and less than or equal to about 35% of an axial development of the tread band of the front motorcycle tire, and

wherein each of the intermediate side zones has a sea/land ratio greater than or equal to about 15% and less than or equal to about 35%.

42. (Previously presented) The pair of motorcycle tires of claim 38, wherein the transverse grooves in the tread band of the front motorcycle tire are substantially curvilinear.

43. (Previously presented) The pair of motorcycle tires of claim 38, wherein the transverse grooves in the tread band of the front motorcycle tire define, with a running direction of the front motorcycle tire, a first angle greater than or equal to about 30° and less than or equal to about 60°.

44. (Previously presented) The pair of motorcycle tires of claim 42, wherein the transverse grooves in the tread band of the front motorcycle tire have a radius of curvature greater than or equal to about 40 mm and less than or equal to about 200 mm as measured from a curvature center positioned along a circumferential line bisecting each half portion of the tread band defined by the equatorial plane of the front motorcycle tire.

45. (Previously presented) The pair of motorcycle tires of claim 38, wherein the transverse grooves in the tread band of the front motorcycle tire are circumferentially distributed along the tread band in axially opposite groups comprising at least two transverse grooves.

46. (Previously presented) The pair of motorcycle tires of claim 45, wherein the axially opposite groups of transverse grooves are circumferentially staggered.

47. (Previously presented) The pair of motorcycle tires of claim 46, wherein the tread band of the front motorcycle tire further comprises:

at least one transverse groove in the tread band of the front motorcycle tire on either side of the equatorial plane of the front motorcycle tire between the axially opposite and circumferentially staggered groups of transverse grooves.

48. (Previously presented) The pair of motorcycle tires of claim 38, wherein the transverse grooves in the tread band of the front motorcycle tire are substantially parallel to one another.

49. (Previously presented) The pair of motorcycle tires of claim 38, wherein the at least one circumferential groove in the tread band of the front motorcycle tire axially crosses the equatorial plane of the front motorcycle tire in a substantially winding fashion.

50. (Previously presented) The pair of motorcycle tires of claim 49, wherein the at least one circumferential groove comprises a plurality of curvilinear segments having respective circumferentially staggered centers of curvature positioned at opposite sides of the equatorial plane of the front motorcycle tire.

51. (Previously presented) The pair of motorcycle tires of claim 50, wherein the curvilinear segments have a radius of curvature greater than or equal to about 40 mm and less than or equal to about 300 mm.

52. (Cancelled)

53. (Previously presented) The pair of motorcycle tires of claim 38, wherein the tread band of the rear motorcycle tire further comprises:

a plurality of transverse grooves alternately extending from the central zone of the tread band of the rear motorcycle tire toward axially opposite shoulder zones of the tread band of the rear motorcycle tire;

wherein the axially opposite shoulder zones of the tread band of the rear motorcycle tire are axial external to the central zone of the tread band of the rear motorcycle tire.

54. (Previously presented) The pair of motorcycle tires of claim 53, wherein the tread band of the rear motorcycle tire further comprises:

axially opposite intermediate side zones lying between the central zone and the shoulder zones,

wherein each of the intermediate side zones has a width greater than or equal to about 15% and less than or equal to about 35% of an axial development of the tread band of the rear motorcycle tire, and

wherein each of the intermediate side zones has a sea/land ratio greater than or equal to about 10% and less than or equal to about 30%.

55. (Previously presented) The pair of motorcycle tires of claim 53, wherein the transverse grooves in the tread band of the rear motorcycle tire are substantially curvilinear.

56. (Previously presented) The pair of motorcycle tires of claim 53, wherein the transverse grooves in the tread band of the rear motorcycle tire define, with a running

direction of the rear motorcycle tire, a second angle greater than or equal to about 30° and less than or equal to about 60°.

57. (Previously presented) The pair of motorcycle tires of claim 53, wherein the transverse grooves in the tread band of the rear motorcycle tire have a radius of curvature greater than or equal to about 60 mm and less than or equal to about 240 mm as measured from a curvature center positioned along a circumferential line bisecting each half portion of the tread band defined by the equatorial plane of the rear motorcycle tire.

58. (Previously presented) The pair of motorcycle tires of claim 53, wherein the transverse grooves in the tread band of the rear motorcycle tire are circumferentially distributed along the tread band of the rear motorcycle tire in axially opposite groups comprising at least two transverse grooves.

59. (Previously presented) The pair of motorcycle tires of claim 58, wherein the axially opposite groups of transverse grooves are circumferentially staggered.

60. (Previously presented) The pair of motorcycle tires of claim 59, wherein the tread band of the rear motorcycle tire further comprises:

at least one transverse groove in the tread band of the rear motorcycle tire on either side of the equatorial plane of the rear motorcycle tire between the axially opposite and circumferentially staggered groups of transverse grooves.

61. (Previously presented) The pair of motorcycle tires of claim 53, wherein the transverse grooves in the tread band of the rear motorcycle tire are substantially parallel to one another.

62. (Previously presented) The pair of motorcycle tires of claim 53, wherein at least some of the transverse grooves in the tread band of the rear motorcycle tire are circumferentially interconnected by bridging grooves.

63. (Previously presented) The pair of motorcycle tires of claim 53, wherein at least some of the transverse grooves in the tread band of the rear motorcycle tire are provided with a tapered end portion having a width progressively decreasing toward the equatorial plane of the rear motorcycle tire.

64. (Previously presented) A motorcycle with the pair of motorcycle tires of claim 38 mounted on respective front and rear wheels of the motorcycle.

65. (Currently amended) A method of improving performance on both wet and dry ground of a motorcycle, the motorcycle comprising a pair of pneumatic motorcycle tires mounted on respective front and rear wheels of the motorcycle;

providing the pair of motorcycle tires on the motorcycle, the pair of motorcycle tires comprising:

a front motorcycle tire; and

a rear motorcycle tire;

wherein each motorcycle tire comprises a tread band provided with a plurality of grooves,

the method comprising:

providing a central zone of the tread band of the front motorcycle tire with a sea/land ratio ~~greater than or equal to~~ of about 15% to ~~enhance~~ about 30% to promote water-draining capacity of the front motorcycle tire under a ground contacting area within a central zone of the tread band of the front motorcycle tire; and

providing a substantially null sea/land ratio within a central zone of the tread band of the rear motorcycle tire to ~~enhance~~ promote traction capacity of the rear motorcycle tire;

wherein the central zone of the tread band of the front motorcycle tire extends astride an equatorial plane of the front motorcycle tire, and

wherein the central zone of the tread band of the rear motorcycle tire extends astride an equatorial plane of the rear motorcycle tire.

66. (Previously presented) The method of claim 65, wherein enhancing water-draining capacity of the front motorcycle tire further comprises:

providing the tread band of the front motorcycle tire with a plurality of transverse grooves;

wherein the transverse grooves comprise axially inner ends lying within the central zone of the tread band of the front motorcycle tire,

wherein the transverse grooves alternately extend from the central zone of the tread band of the front motorcycle tire toward axially opposite shoulder zones of the tread band of the front motorcycle tire, and

wherein the axially opposite shoulder zones of the tread band of the front motorcycle tire are axial external to the central zone of the tread band of the front motorcycle tire.

67. (Previously presented) The method of claim 65, wherein enhancing water-draining capacity of the front motorcycle tire further comprises:

providing the central zone of the tread band of the front motorcycle tire with a width greater than or equal to about 10% and less than or equal to about 35% of an axial development of the tread band of the front motorcycle tire; and

providing the central zone of the tread band of the front motorcycle tire with a sea/land ratio less than or equal to about 30%.

68. (Previously presented) The method of claim 65, wherein enhancing water-draining capacity of the front motorcycle tire further comprises:

providing at least one circumferential groove extending at the equatorial plane of the front motorcycle tire.

69. (Previously presented) The method of claim 68, wherein at least some of the transverse grooves are connected to the at least one circumferential groove.

70. (Previously presented) The method of claim 65, further comprising:

providing the tread band of the front motorcycle tire with a plurality of transverse grooves;

wherein in axially opposite intermediate side zones lying between the central zone and axially opposite shoulder zones, the transverse grooves of the tread band of the front motorcycle tire define a sea/land ratio greater than or equal to about 15% and less than or equal to about 35%, and

wherein each of the intermediate side zones has a width greater than or equal to about 15% and less than or equal to about 35% of an axial development of the tread band of the front motorcycle tire.

71. (Previously presented) The method of claim 70, wherein the transverse grooves in the tread band of the front motorcycle tire define, with a running direction of the front motorcycle tire, a first angle greater than or equal to about 30° and less than or equal to about 60°.

72. (Previously presented) The method of claim 65, further comprising:

enhancing water-draining capacity of the rear motorcycle tire by providing the tread band of the rear motorcycle tire with a plurality of transverse grooves;

wherein the transverse grooves alternately extend from the central zone of the tread band of the rear motorcycle tire toward axially opposite shoulder zones of the tread band of the rear motorcycle tire, and

wherein the axially opposite shoulder zones of the tread band of the rear motorcycle tire are axial external to the central zone of the tread band of the rear motorcycle tire.

73. (Previously presented) The method of claim 72, wherein in axially opposite intermediate side zones lying between the central zone and the shoulder zones, the transverse grooves of the tread band of the rear motorcycle tire define a sea/land ratio greater than or equal to about 10% and less than or equal to about 30%, and

wherein each of the intermediate side zones has a width greater than or equal to about 15% and less than or equal to about 35% of an axial development of the tread band of the rear motorcycle tire.

74. (Previously presented) The method of claim 72, wherein the transverse grooves in the tread band of the rear motorcycle tire define, with a running direction of the rear motorcycle tire, a second angle greater than or equal to about 30° and less than or equal to about 60°.

75. (Currently amended) The pair of motorcycle tires of claim 38, wherein the tread band of the rear motorcycle tire further comprises:

axially opposite shoulder zones of the tread band of the rear motorcycle tire external to the central zone of the tread band of the rear motorcycle tire; and

axially opposite intermediate side zones lying between the central zone and the shoulder zones, wherein each of the intermediate side zones has a sea/land ratio ~~greater than or equal to~~ of about ~~15%~~ 10% to about 30%.